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Photograph by Wolff from European

FROM GERMAN COKE OVEN HAZE EMERGES EVERYTHING FROM ASPIRIN TO TAR

Of the host of by-products derived from coal tar of Germany's coke ovens in the Saar, the United States takes various dyes and pharmaceuticals and allied materials which bring chemical products to second place on the list of imports from Germany. American industry, however, is hardly dependent on these imports, as it was during the World War before the development of coal-tar processing in the United States (Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Memel, "Lung" of Lithuania's Commerce, Goes German

LITHUANIA'S return of Memelland, surrendered by Germany under the Treaty of Versailles, on March 24 added 1,099 square miles to the fast expanding German empire.

Lying along the northeast frontier of East Prussia (now cut off from the rest of Germany by the Polish Corridor), Memel Territory is an irregular sliver of land bounded on the east by the Nemunas River. In general a farming and cattle-raising region, it has a population of about 152,000 people. One-fourth of them live in the long-contested and vital Baltic port of Memel—called Klaipéda by Lithuanians.

The city is predominantly German, but there are many Lithuanians in the surrounding country. As in Sudetenland, German population here is largely urban.

Handled 80 Per Cent of Lithuania's Foreign Trade

By the acquisition of the Memel district the German seaboard is pushed strategically north along the Baltic. The Reich gains control of one of the largest and most convenient ports on this sea. Memel's harbor, protected by a narrow spit of land, has a special advantage over other Baltic ports in that it never freezes over.

It was the Lithuanian Republic's only good port. Modernized with new wharves, warehouses, docking machinery, grain elevators, and cold storage equipment, the old city became the "lung" through which Lithuanian commerce could breathe. Linked by regular sea lanes with British, Polish and Latvian ports, and by air and railway with Berlin and Moscow, it was the outlet for 80 per cent of Lithuania's foreign trade. Outgoing traffic carried lumber, bacon, butter, eggs, amber, and skins. Incoming ships brought coal, machinery, cotton and wool.

Given up by Germany under the Versailles Treaty, Memelland was ceded in 1924 to Lithuania by the League of Nations.

More than 700 years ago, the town's site was a battleground between Lithuanians and invading Teutonic Knights, a military and religious order of German Crusaders. Destroying the Lithuanian fortress which stood guard against Baltic pirates, the Knights built their own stronghold that developed into the town of Memelburg.

For Seven Centuries an International Football

As a growing trade center, Memel found little peace. In the 13th, 14th, and 15th centuries, it was attacked and burned time and again in a three-cornered tug-of-war between Lithuanians, Poles, and Germans, the latter winning out. For a short time in the 1600's, the Swedes called Memel theirs. Later it was occupied by Russian troops, who sacked and burned the town before leaving it to the mercy of a deadly plague. But the stubborn city again struggled to its feet. As a thriving port of Prussia, it served until the World War as Germany's northernmost Baltic outlet.

Lumber, floated down from Lithuania's great forests by canal and river, provides raw material for a busy industrial life in Memel's sawmills, cellulose plants, and shipbuilding yards. Varied enterprises in which Memellanders make their living include an ancient and famous industry which produces necklaces and trinkets of amber, the fossil resin recovered along Baltic shores (illustration, next page).

Vital to the Lithuanian hinterland, however, as is this active port of some 50,000 inhabitants, Memel has only lately been connected with the interior by direct

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Photograph by Alvin M. Sandberg

"RULE THE EAST!" THE CZAR COMMANDED, AND VLADIVOSTOK WAS BORN

The young city whose name is Russian for the words of the Czar's command is now enthroned on a semicircle of hills, one of Asia's finest Pacific harbors at its feet. Called the Golden Horn, the harbor is a horn of plenty, sheltering yearly several million tons of shipping. Its spacious basins stretch four miles south of the city's waterfront embracing numerous islands. Floating cranes are silhouetted against the water (left of center). Floating and dry docks and a mile-long mole are part of its facilities. Since the opening of the Northeast Passage, Vladivostok has shipping service through polar waters to Russia's Baltic ports, as well as southward service around Asia to the Black Sea. Russian architecture shows up in the onion-shaped church towers, visible against the ship (center) (Bulletin No. 4).

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London Guards Newsy Fleet Street, Avenue of Words

FLEET Street, London's famous "newspaper row," bristled with guns instead of words last month. The occasion: Europe's crisis over Czecho-Slovakia. The guns: antiaircraft artillery, set along the roof-tops as an ominous reminder of Britain's new faith in preparedness.

In its long lifetime, Fleet Street has seen many changes, like this shift from rumors of war to weapons of war. With the removal of Anderton's Hotel, a rebuilt edition of the 14th-century inn, "Horn on the Hoop," the old street lately lost an architectural link with the time of Shakespeare and Samuel Johnson. Once the site of handsome ecclesiastic palaces and later the "Park Avenue of nobility," this thoroughfare today houses workshops of most of the world's great newspapers, both British and foreign.

Little News Items Grow Into Big Business

Fleet Street mails, wires, and radios to the Western Hemisphere more than 22,000,000 words a year. Through its radiating lines of contact, the street is linked with news sources all over the globe, from Buenos Aires to Moscow, from Shanghai to Chicago. Words from the United States to London's "street of ink" usually deal with Uncle Sam's financial, political, and Hollywood affairs. Large news-collecting agencies have their offices there, as well as individual magazines and newspapers, some of which are published thousands of miles away.

With the exception of the *London Times,* all big London dailies have headquarters in Fleet Street. Battalions of trucks constantly roll this way, bringing tons of blank paper to roaring presses which turn out daily millions of papers read throughout the world.

Two striking temples to the goddess of newsprint are the *Daily Telegraph* and the *Daily Express* buildings. Exhibited behind invisible glass, news photographs of the *Telegraph* attract passing throngs (illustration, next page). The *Daily Express* is modernistic, a great shining mass of metal and black glass. Still newer is the Press Association-Reuter Building, into which correspondents expect to move in the fall of 1939.

Where the Past Nudges the Future

Home of tomorrow's news, Fleet Street is also remindful, in spots, of London's yesterdays.

Because of Dr. Johnson's many associations in this part of the city, he has been called Fleet Street's special deity. Other famous ghosts include Boswell, Johnson's faithful scribe, Izaak Walton, Charles Dickens, Samuel Pepys, and Oliver Goldsmith.

Where the Strand merges into Fleet Street, a monument today marks the site of old Temple Bar, once literally a barrier to the city. Near-by is Child's Bank, the model for Tellson's in Dickens' *Tale of Two Cities,* and used by such assorted personages as Oliver Cromwell, Nell Gwyn, and the poet Dryden.

Into Fleet Street runs historic and literary Chancery Lane, a reminder that Fleet Street is home to the law as well as to the press. Old-fashioned courts and alleys recall the past in names hundreds of years old. Shoe Lane was mentioned as "Sholand" in the reign of Henry III. Poppin's Court was the "Popyngay Aley" of Henry VIII.

Goldsmith lived in Wine Office Court, today familiar to most London visitors

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railway service. Until the opening of a new route to Telsiai in 1932, the only communication between the port and Lithuania's capital, Kaunas, was by way of Germany.

United States Had Favorable Trade Balance With Lithuania

Memelland has not only Lithuania's sole port but also the majority of its already limited seaboard with a teeming fishing industry. While Memelland is not especially fertile, particularly in the sandy regions near the shore, it holds the lower and navigable section of Lithuania's chief river, the Nemunas, a vital economic artery of the country.

Of the foreign trade through Memel, Lithuania sold more to Great Britain than to any other country, a business amounting, roughly, to about one-third of her exports. Germany in 1938 bought nearly 27 per cent of Lithuania's products; sold to her about 24 per cent of her total imports.

Uncle Sam's business with Lithuania involved nearly twice as many sales as purchases. The United States buys only about 2½ per cent of Lithuania's exports; sells to the European nation less than 4 per cent of her imports. Under the new regime, however, Germany plans to become Memel's chief, if not her only, customer.

Note: Lithuania and Memelland are further described in the following: "Flying Around the Baltic," *National Geographic Magazine*, June, 1938; "Struggling Poland," August, 1926; "The Battle-Line of Languages in Western Europe," February, 1923; and "The Races of Europe," December, 1918.

See also in the GEOGRAPHIC NEWS BULLETINS: "Lithuania Offers Olive Branches to Germany and Poland," week of November 14, 1938; "Ancient Lithuania Smolders about Modern Boundaries," week of April 4, 1938; and "Memel, Lithuania's Door to the Sea," week of October 7, 1935.

Bulletin No. 1, April 17, 1939.

Photograph from Douglas Chandler

NETS CAST FOR "BALTIC GOLDFISH" SCOOP AMBER FROM THE SURF

A coastal industry in Memelland is fishing for nuggets of the fossil resin that wash up from drowned prehistoric forests, particularly after a storm has shaken up the depths of the Baltic waters. From Latvia southward along the coast of Lithuania and East Prussia the sea-borne amber yields a golden harvest, which once earned the whole region the medieval title of "Amberland." Germany, Poland, and Danzig today are the chief outlets for the amber from this region exported to the United States.

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U. S. Countervailing Duty on German Specialties

CAMERA fans, dentists, chemists, paper makers, and musicians along with cotton farmers and scrap iron dealers are among those concerned about the countervailing duty of 25 per cent to be imposed on certain imports from Germany, beginning April 23. Photographic goods and chemicals top the list of those imports, while cotton and metals figure prominently in the exports financed by such imported articles.

Miniature cameras and high-accuracy lenses dominate the most valuable fraction of the United States' imports from Germany. German commerce supplies also some of the violins and harmonicas that carry America's tunes, a share of the paper for architects' blue prints, of dentists' extraction forceps, of camphor, of spark plugs for American motors, of fertilizer for the farm, of aspirin and Epsom salts, tacks, Halloween masks, antifriction bearings, and a Santa Claus pack of toys.

Corn and Cotton, Trucks and Oil to Germany from U. S.

Until recently the German trade carried more substantial items, before Nazi self-sufficiency and United States boycott took a hand in the seesaw game of commerce. In 1936, for example, the leading commodities the United States imported from the Reich were still the famous German steel and iron, much in the form of steel pipe or factory machinery, potash, paper, paints, and coal-tar dyes (illustration, cover). But now Uncle Sam is paring down imports of those materials which he produces himself, and now takes mainly those for which German ingenuity has devised special processes, such as the world-famed Jena optical glass.

A corresponding decrease has hit United States exports to Germany, which are paid for by the diminishing sale of articles on the U. S. import list. These exports dwindled last year to commodities needed by the Reich principally as necessities in case of war, or preparation for it: food first, corn heading the list; then wheat; lubricants and crude oil; cotton; scrap iron and copper.

Near the time of German occupation of Czecho-Slovakia's Sudetenland, German records showed large importations from the United States under the heading of "Automobiles and Aircraft," possibly trucks and motor parts.

Miniature Cameras by the Ten Thousand, Lenses by the Hundred Thousand

In a peaceable bombardment, the American scene is "shot" daily from miniature cameras of German make. Although the most numerous imported cameras in the United States are the box type from Japan (a half-million in a year valued at about 2¢ each), the expensive, compact German product accounts for annual imports exceeding a million and a half dollars in value—almost 70,000 cameras. In addition, photographers in the United States yearly take several hundred thousand separate lenses, ground with hairbreadth precision, of some of the best lens glass in the world; these are of different focal lengths, for anything from long range aerial photography to microphotography.

On the 1938 list of imports, next to accessories and equipment for picture-makers, stands the chemical item. All the synthetic camphor imported to the United States comes from Germany, just as all the natural camphor comes from Japan. The drug counter draws on Germany for some of its stock of disinfectants, for thymol, tannic acid, menthol, and the coal-tar products of which aspirin is the best known. Epsom and Glauber salts are imported by the ton. For arsenic, cyanide, and vitriol preparations also Germany has been a chief source.

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as the home of the Old Cheshire Cheese, a tavern closely associated with the activities of Dr. Johnson and his friends.

Among the old and oddly-named byways still only a step off Fleet Street are Racquet, Red Lion, and Hen-and-Chickens Courts. Fetter Lane's history goes back to the 1200's when it was known as Fayture slane. Crown Court was once Hanging Sword Court; while Gunpowder Alley is remembered as the place where the poet Richard Lovelace is reported to have died in poverty.

Note: Additional descriptions and pictures of Fleet Street will be found in "As London Toils and Spins," *National Geographic Magazine*, January, 1937; and "London from a Bus Top," May, 1926.

Other sections of London are described in "Along London's Coronation Route," May, 1937; "Great Britain on Parade," August, 1935; "Vagabonding in England," March, 1934; "Some Forgotten Corners of London," February, 1932; "Highlights of London Town" (color insert), May, 1929.

See also in the GEOGRAPHIC NEWS BULLETINS: "London's 'Underground' Deals in Astronomical Figures," week of February 27, 1939; "The World Pours Food Into London Port," week of March 14, 1938; "Covent Garden Market: London's Flower, Vegetable and Fruit Basket," week of December 13, 1937; and "Westminster Abbey Resumes Its Lure for Sightseers," week of November 29, 1937.

Bulletin No. 2, April 17, 1939.

THE BOOK OF BIRDS

The demand for The Society's two-volume "Book of Birds" has been so great that the supply of this edition is exhausted. A revised and enlarged edition is now being prepared and should be released about August 1, 1939. A circular describing this and other books, pictures, and maps published by The Society will be sent upon request. Address the National Geographic Society, Sixteenth and M Streets, N. W., Washington, D. C.

Photograph by B. Anthony Stewart

FLEET STREET GIVES LONDON A WINDOW ON THE WORLD

The newspapers and press associations of Fleet Street show the world's changing scenes in word and picture. The *Daily Telegraph* depicts the news quite literally, with photographs fresh from the camera on display behind "invisible" glass. Signs on either side give previews of the day's headlines. The agencies of Fleet Street collect and distribute almost a million news pictures each year.

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Forts for Vladivostok Crown Siberia-Manchukuo Border Hills

DYNAMITE and concrete are converting Russian hillcrests into fortresses, say recent Japanese news reports. Japanese observers have been turning their field glasses toward the range of hills separating Siberia from Manchukuo, at a point where their common boundary approaches Chosen (Korea). Most famous hill of this border range is the low dome of Changkufeng, for which Soviet Russian forces last August fought off Japanese attackers.

The borderline that inspired last year's fighting and this year's forts pares off from eastern Manchukuo a seacoast strip for Soviet Russia's Far Eastern Province—a strip from 15 to 30 miles in width, dominated by that metropolis of Russia in the Orient, Vladivostok. Japanese scouts have already reported that this important port and naval base is defended by a line of concrete pill-box forts four deep. The fortified hills around Changkufeng, practically at the frontier of Chosen, would extend this Russian "Maginot Line" 90 miles to the south.

Boundary Set 70 Years Ago by Governments Now Defunct

The border between this Soviet buffer strip and Manchukuo follows the hilltops along the watershed, in theory. This is the southern end of the only section of frontier between Manchukuo and the Soviet Far East not clearly marked by rivers. Farther north, the giant Amur River and its tributary, the Ussuri, serve as definite boundary lines.

The boundary in question was determined, in places rather vaguely, by the Treaty of Khunchun, signed in 1869 between Czarist Russia and the Chinese Empire; both governments have since been overthrown.

Russia's stake in this region, then as now, involved some of the same issues also fought for in the Russo-Japanese War of 1904-05—a contest over the boundary of Manchuria, and a Pacific port for Russia far enough south to be kept free of ice during most or all of the year. In the 1904-05 war, Russia lost Port Arthur; now the port in question is the railhead, naval and air base of Vladivostok.

Frontier Follows Watershed—In Theory

The slim border strip shielding Vladivostok from Manchukuo is the farthest-flung southeastward extension of Soviet Russia. It is 5,300 miles away from its capital. With the remote bulk of the rest of its country, the largest political unit in the world, it is linked by air service to Vladivostok and by the famous Trans-Siberian railroad, world's longest continuous trunk line, of which Vladivostok is the eastern terminus.

This important finger of land is the southern tip of the Maritime Province of Soviet Russia's Far East. The entire coastal province, of about 44,000 square miles, is governed from Vladivostok, which is both historically and commercially the leading Russian city on the Pacific. Made the Pacific naval base in 1872, it has now grown to have a population of 190,000.

In addition to its strategic importance as eastern end of the lifeline of communications with Soviet Russia in Europe, Vladivostok on its spacious "Golden Horn" bay is Siberia's leading Pacific port (illustration, inside cover). It is the commercial center for the lumber camps, mines, and fisheries of the Soviet Far East. Veneer and plywood come from local lumber yards, and much of the wood goes to make barrels for the fishing industry. One of the local activities is the processing of tons of seaweed into iodine.

The border strip is important to Japan because it is a barrier between north-

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Industrial chemicals include bleaches for paper and textiles, dyes, sprays and fumigants for killing insects or weeds or rats, cyanide for processing gold, barium pigments for paints and for coloring fireworks, and other chemicals for the tanning and ceramics industries. Fertilizers are imported in such quantities as to have a separate classification.

Following the chemicals, German steel and iron products rank next on the import list. Steel pipe, wire, nails, and structural steel are among the more important items. Textile machinery and tiny jewel-saws, spare parts for tractors and vacuum cleaners cross the trade boundary, with inexpensive saws and chisels, and parts for plows and tractors and harrows for the mail-order trade. Instruments for delicate measurement of weight, map surfaces, and even blood content are imported, along with such medical staples as surgeons' shears and hypodermic needles.

Germany surpasses Japan in the number of harmonicas exported to the United States (over seven million in some years) and Italy in the number of piano accordions. Violins have also come principally from Germany, accompanied by all accessories from chin rest to catgut strings and Bach concertos.

Traditional German specialties familiar to American buyers are Christmas tree tinsel and blown glass ornaments, glass marbles, sugar beet seed, decalcomanias (the quaint "transfers" of childhood art efforts), and lily of the valley pips.

Note: Additional descriptions of the German Reich are found in "Changing Berlin," *National Geographic Magazine*, February, 1937; "Cologne, Key City of the Rhineland," June, 1936; "Where Bible Characters Live Again" (Oberammergau), December, 1935; "What Is the Saar?" February, 1935; "Freiburg—Gateway to the Black Forest," August, 1933; "Hamburg Speaks with Steam Sirens," June, 1933; "Entering the Front Doors of Medieval Towns," March, 1932; "Danube, Highway of Races," December, 1929; and "Renascent Germany," December, 1928.

Bulletin No. 3, April 17, 1939.

Photograph from Alicia O'Reardon Overbeck

GERMAN FOREST GIANTS ONCE TRAVELED FAR TO BRING AMERICA NEWS

The Black Forest is typical of the carefully tended wooded slopes from which foresters cut timber for the United States imports of paper boxes, blotting paper, filter paper, metallic paper, paper spools, imitation parchment, and newsprint. In 1936 the United States bought 157,000 tons of wood pulp, much of news grade, from Germany. Although drastically reduced, imports of cellulose, paper, and pulp in 1938 amounted to 6 per cent of the German trade.

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Spring Catches the Nation's Capital in Transition

ONE of the largest "industries" of the country's capital city—catering to visitors—has soared into its annual spring boom. The leisurely tourist gazing into the "shopwindows" of Uncle Sam's business buildings finds most of them freshly furbished, bright with new murals and bristling with new gadgets.

But the hasty tourists may notice a large proportion of incomplete steel skeletons of anonymous structures, of ragged gravel patches and brick piles, of fresh gashes in the earth not yet healed by green—all indicating that window-dressing is still in progress. The National Gallery of Art and the Jefferson Memorial beside the Tidal Basin (illustration, next page) are among the uncompleted projects.

New buildings have fewer columns and fountains outside, more light and order within. A keynote is conservation—of human energy in the Bureau of Engraving Annex, for instance; of valuable old documents in the National Archives. The past year has seen the beginning of projects for improvements in hospital facilities, jails, traffic movement, courtrooms, office and housing conditions, and the District Morgue—but only one more statue.

Special Arrangements to Burn Money

Possibly the largest engineering project that Washington has undertaken for some time is the new airport, now being dredged up from the Potomac River bottom at Gravelly Point, the abandoned site of a city planned in President Jackson's day to bear his name and to outshine Washington. On reclaimed land, the 750-acre airport will have five runways, ranging up to a mile and a half in length, with hangars and roads on upper terraces.

New buildings into which the Government has moved within the past year include the National Cancer Institute, the Bureau of Engraving Annex, and the Library of Congress Annex. The Library's five-story extension can store ten million books in orderly convenience, with ultra-modern pneumatic tubes to convey any desired volume to the spot where it is needed at ultra-modern speed. The seven-story annex to the Bureau of Engraving, across the street from its parent building, glitters with window space; continuous window strips straight up several stories make seventeen bright stripes up the 14th Street front. Skylights with northern exposure are provided for artists and engravers who design stamps, currency, and bonds, to substitute natural light for the blazing blue electric lights so long a feature of the old Engraving Building. All stamps are now manufactured in the new building. Three pilfer-proof incinerators, each of which can dispose of 15 tons of "dead" money in a day, are protected by time locks.

General Artemas Ward Joins the Capital's Bronze Notables

The Capitol rears its familiar dome at the head of the city's improvement parade, with the completion of an air-conditioning plant believed to be the largest in the world. It supplies 5,000 tons of refrigeration—piping as much "coolness" as would come from the daily melting of an ice block 50 feet square and seven stories high. It serves offices as well as the august legislative halls, and even cools the rotunda for the comfort of the tired tourist. "Sound-conditioning" treatment has reduced the clatter of dishes formerly re-echoed through the House Restaurant. The next event on the Capitol's domestic schedule is the unveiling of a statue of Will Rogers, as a memorial from Oklahoma.

Washington's single addition to its statuary population within the past year was General Artemas Ward, pre-George-Washington Commander-in-Chief of American resistance to King George III. With bronze cape billowing about him, and three-cornered hat in hand, the ten-foot general looks southeast to Washington from Ward Circle, on Massachusetts Avenue.

Another reminder of the nation's infancy was the restoration of a 22-mile stretch of the Chesapeake and Ohio Canal, with a barge towed through its ancient locks by a veteran mule on the birthday of George Washington, once president of the "Powtowmack Canal Company."

President Lincoln too stalked back across the capital's contemporary scene, when his famous portrait painted by Healy was presented to the White House. Another White House change was the removal of a venerable hedge inside the iron fence to afford a better view of the President's mansion across the southern lawn.

Growth of the District's Municipal Center revealed the outlines of new court buildings grouped around John Marshall Place. Here, as elsewhere, official buildings obliterated substantial old homes, like the century-old residences razed on C Street, with their associations with doctors and Cabinet members, bankers and Indian-fighting generals of an earlier day. One of the C Street homes had been that of Francis Scott Key of Star-Spangled Banner fame; another sheltered Samuel Morse while Congress debated his proposed telegraph line to Baltimore.

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eastern Manchukuo and the Sea of Japan, to which Manchukuo must seek access through ports in Chosen. With air bases at Vladivostok and other places near by, the area is also a potential menace for air attacks on the main islands of the Japanese Empire. The airline distance from Vladivostok to Tokyo is 650 miles, to Hakodate only 450 miles, to industrial Osaka 610 miles.

Japan is concerned about this southern finger of Soviet Russia also because it commands the new Japanese railroad which brings the products of Manchukuo (illustration, below) on a short cut through Chosen to ports on the Sea of Japan.

Note: Additional information about the Siberia-Manchukuo border country is found in "Byroads and Backwoods of Manchuria," *National Geographic Magazine*, January, 1932; "The First Airship Flight Around the World," June, 1930; "Some Impressions of 150,000 Miles of Travel," May, 1930; "Manchuria, Promised Land of Asia," October, 1929; and "Glimpses of Siberia, the Russian 'Wild East,'" December, 1920.

See also in the GEOGRAPHIC NEWS BULLETINS: "Amur River Boundary Still Giant Question Mark," week of March 6, 1939.

Bulletin No. 4, April 17, 1939.

Photograph from Ewing Galloway

STRATEGIC RAILWAYS MOVE MOUNTAINS OF BEAN BAGS

Japanese report with alarm the growth of Russian fortifications near a railroad from the important Manchukuoan center, Changchun (Hsingking), across Chosen to the coast of the Sea of Japan at Yuki and Rashin. This is the rail artery which nourished the phenomenal growth of Rashin as a shipping center encroaching upon the importance of Vladivostok to the north. This port is closer than any other outlet from Manchukuo to the main islands of Japan. A large fraction of Manchukuo's annual soy bean crop of four million tons reaches Japan from there, after a rail journey from shipping yards in the interior, where bags of soy beans awaiting shipment are stacked up as far as eye can see.

Boating and boat-model enthusiasts watch with interest the progress of improvements on the District's waterfront, and the U. S. Navy's model-ship testing basin at Cabin John.

Subway To Shunt Tomorrow's Traffic Underground

The motorist in Washington soon may be able to go underground to avoid traffic congestion. The city's first public "subway" is now under construction beneath Thomas Circle—a tiled underpass two blocks long under Massachusetts Avenue from 15th to 13th Street. The widening of K Street has created side lanes for traffic, guarded by parkway strips of elms. Other provisions for the District's unusually large proportion of motorists include improvements at the Arlington end of Key Bridge, and an extension of the George Washington Memorial Parkway drive from Key Bridge to Lee Highway.

George Washington University expanded into a new Hall of Government, with sixteen classrooms. Howard University completed the new Founders' Library, with space for museum exhibits as well as for books and documents relating to the history of the Negro race. A special exhibit of Indian art and crafts was opened in the New Interior Building. The Folger Shakespeare Library acquired a world-famous collection of 9,000 English books printed before Shakespeare was sixteen; almost a thousand of them are not known to exist anywhere else.

Note: The National Capital has been described and photographed, both in black and white and in color, for the following *National Geographic Magazine* articles: "Roads from Washington," with a special map supplement of the District of Columbia, June, 1938; "Washington, Home City and Show Place," June, 1937; "Wonders of the New Washington," April, 1935.

See also in the GEOGRAPHIC NEWS BULLETINS: "Finishing Touches Prepare Washington for Spring Visitors," April 25, 1938; "A Greener and Grayer Washington Greets the Spring," March 22, 1937; and "Many Changes Greet Spring Visitors to Nation's Capital," April 20, 1936.

Bulletin No. 5, April 17, 1939.

Photograph by Walter M. Edwards

"LOVELIEST OF TREES, THE CHERRY NOW
IS HUNG WITH BLOOM ALONG THE BOUGH"

And like the English trees of Housman's Shropshire spring, Washington's Japanese cherries also stand "about the woodland ride Wearing white for Eastertide." Outlining the clover-leaf Tidal Basin and adjacent waters, they make all April flowery, with the white petals of the Yoshino blooms ushering the month in and the double pink Kwanzan trees blossoming later. The foundations of the Jefferson Memorial have put a new scallop in the Tidal Basin's curves, and cherry trees are being transplanted to follow the shoreline.